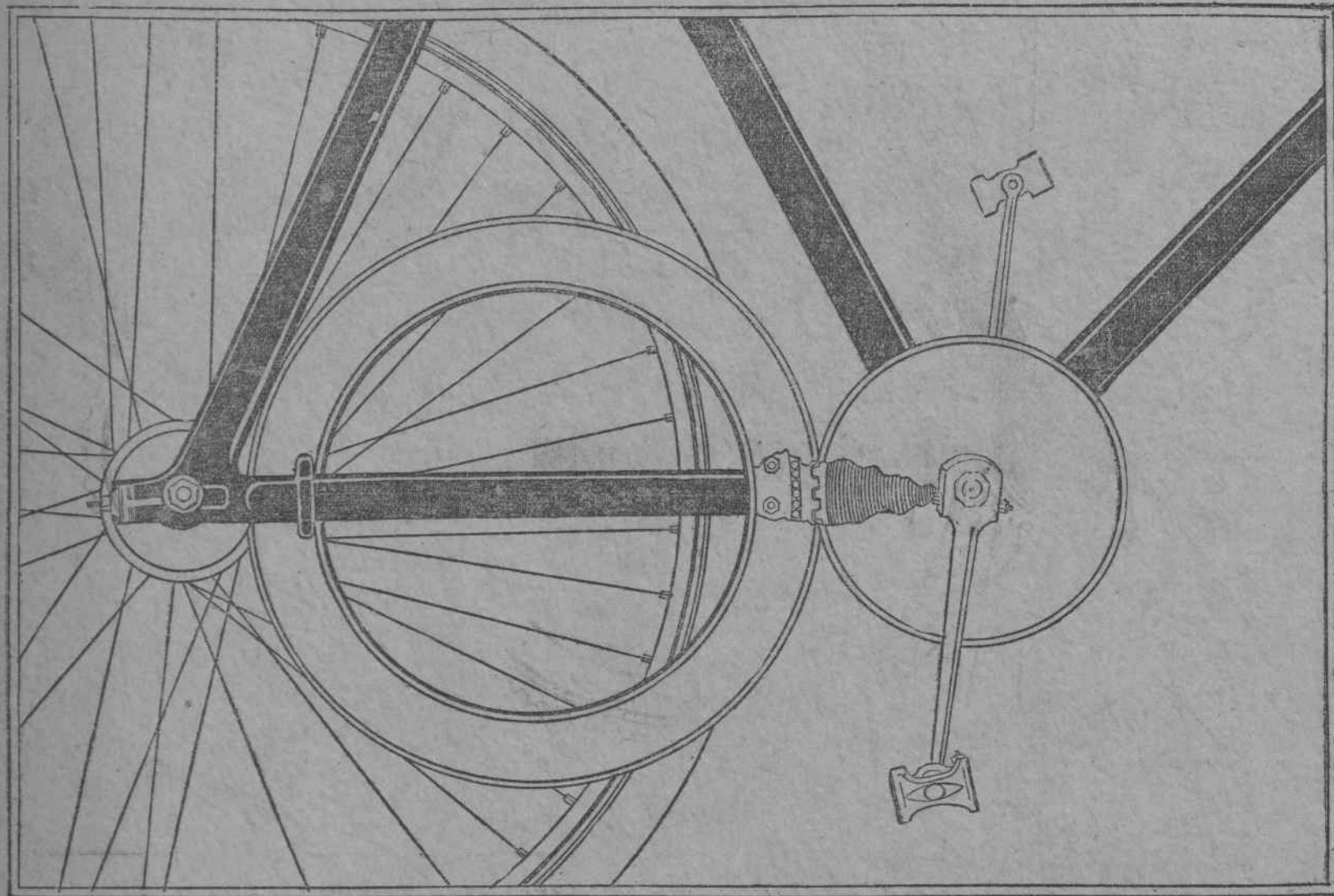


# JOURNAL RIDERS, BY ACTUAL USE ON NEW YORK STREETS, PUT



A CHAINLESS BIKE WITHOUT BEVEL GEAR.

## WELL-KNOWN RIDERS TRY THE WHEELS.

Not on the Floor of a Store, but Over Cobble Stones, Granite Blocks, Street-Car Tracks, Macadam and Asphalt, a Test Which None but Manufacturers Has Ever Made Before---What Leading New York Cyclists Think of the New Style of Mount.

### MRS. WHITE LIKES THE CHAINLESS.

By Mrs. Hattie White.

I THINK the chainless wheel is the wheel of the future. While I have not had all the opportunity I could wish to test the running qualities of the new types of bicycles, my brief experience to-day leads me to say that the chainless variety runs smoother than the chained. One is, of course, ac-

customed to his or her own mount, and this makes it difficult to be entirely just to an experimental wheel, not accurately adjusted to one's movements. With a chainless wheel, not too heavy, I think I could do a century easier than with the present kind.

Still, it seems to me that it will be hard to overcome the prejudice in favor of the wheel the whole world has been riding now for a dozen years. The wheels I tried to-day ran very comfortably, though they seemed strange at first. I managed to control them all right on the crowded boulevard and in crossing the rough side streets, however, and thoroughly enjoyed the experience.

As soon as it is demonstrated to the cycling fraternity that a decided im-

### "THE BEVEL GEAR THE COMING WHEEL."

NEXT year will be a bevel gear year. There's no doubt of that. The different makers of high grade bicycles will put thousands of them on the market and the novelty will attract many, while the people who are always going to get the highest priced thing on the market will naturally get chainless wheels, for they will be the top-notch thing in the cycle line. Those I rode to-day did not suit me altogether. They seemed to burr--or give out a grinding sound which left an impression of crudeness not yet overcome.

Of course, this may be due to the newness of the machinery. Ocean steamers seldom make their record trips on their maiden voyages, and after the bearings are worn smoother I have no doubt the chainless wheel will run all right.

If the chainless wheel proves to be hornetically sealed and thus absolutely dust proof, a big gain will have been made. A watch gets filled with dirt and has to be cleaned notwithstanding its case and the fact that it is kept in the pocket most of the time. Now if a bicycle can be put on the market that amid all the dust, mud and slush that it is exposed to will not get clogged everybody will want one.

All in all, the wheels shown on the Boulevard to-day were good ones and seemed serviceable, but still I feel sceptical about the new departure.  
CHARLES B. RATZ, Century Wheelmen.  
(One of the Journal's Tourists.)



A FEW WHEELS OF THIS TYPE HAVE BEEN MADE.



The Journal's Commissioner.

## OUT OF THE FIE INTO THE F

YESTERDAY on the Boulevard, asphalted, cobble stone and chainless bicycles were to of riders under the direction of the

This was the first time the d were ever subjected to such practi and their observations collated and these columns.

A few favored individuals have the new chainless wheels just put around the circumscribed space of Journal has taken several styles of well-known riders as Mrs. Hattie century run; Miss Tillie Hummel, distance tourist; Ward Bingley, tident of the Century Wheelmen; W of the Good Roads Association; J Long Island Association of Cycli Logan Wheelmen, of Brooklyn; Wheelmen, who was one of the to and a half dozen others.

They find both good and b type of wheel, which in its shaft p ing of the cogs, seemed particular



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provement has been made, the new wheel will go with a rush; but until road work, touring, century runs and the like have been made with the chainless wheel, it will be looked at askance, I think.

(Mrs. White is one of the best known women riders in the country. She has many centuries, a double century and a triple century to her credit. Miss Tillie Hummel is the only other woman who has done a triple century.)

### MISS HUMMEL PLEASED WITH IT.

By Miss Tillie Hummel.

I LABORED somewhat under a disadvantage in riding for the first time on a chainless wheel to-day. The frame was a little too high for me, and I could not reach the pedals at their lowest drop, except with the tips of my toes. I took a spin over half a dozen blocks. I must say that the machine ran lightly, very lightly indeed. I was astonished at the ease with which I sent myself forward.

I can readily imagine that if I had a lower frame my ride would have been very delightful. I did not notice any "back-bash" in the gear, and there was no jarring in the frame. I have ridden a triple century with the Rutherford ceylers, and am always with the Triumph Wheelmen when they go out for any kind of a long run.

The fact is that during the day I am very little off my wheel, so you may be able to judge that I can soon detect defects in a machine.

I have a great deal of admiration for chainless wheels, and if the improvements come up to what I expect they will there can be no doubt that the chain-gear machine will be supplanted by them.

The chain is a great cause of discomfort on long runs. Dirt and dust get into it, it becomes loose, and the start is sometimes rendered difficult by it.

It is my intention to ride on a chainless wheel adjusted for me next week, and then I will likely be enabled to give you a better idea of what I think of the invention.

### DIFFERENT, BUT NOT BETTER.

THE chainless wheels I rode to-day seemed as different from the chain wheel as the present safeties were from the "ordinary" when they were first put on the market. Then we ridiculed them as children's and old women's bikes because they seemed so absurdly low. Probably the public will take to the newest thing as whole-souledly as it did to the safety once its improvements are made patent. I'll admit I am prejudiced against the chainless wheel.

The present type of bicycle has carried thousands of riders thousands of miles with entire satisfaction. The new style will be just as subject to punctures, just as liable to slide-slips and falls as the present wheel.

Now, what are the advantages? Certainly not in weight. Those I rode to-day were heavier, without being stronger.

Easier running qualities? That remains to be tested. I can flush my chain and sprocket wheel with lubricants, wipe off the surplus, clasp a gear case on and ride as easily as anybody on a chainless wheel and have no more bother than he.

Either a bevel geared machine or a chained wheel with a gear case would have

### WISHES HE HAD

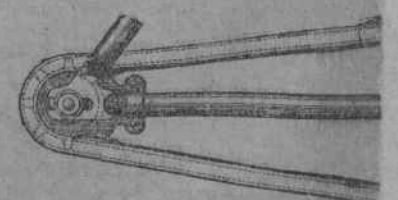
I THINK so much of the new chainless for me, and I cannot get it too soon. The highest form of bicycle mechanism, at stake they cannot afford to be chainless wheels have been ridden for the master mechanics. That should settle the wheel. That chain problem was the only I had to clean every link on my chain or of a grating, clanking chain, clogged w say nothing of the harder work entailed pleasure faint.

I stopped over and over again at little and borrowed a broom--if I could not get that pesky chain.

It is because of this experience that which will do away with the botherance me only more decided in my opinion that of civilized communities in the near fut

Even if it should prove a trifle heavy a disadvantage, for lightness is not the ened with lubricant and gift and it will that weighs more but has no chain, prof on asphalt all the time, and this questio I am a chainless wheel advocate.

Secretary Good Roads Association of B



This Gearing Provid